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IMPORTANT FROM THE MISSISSIPPI

How the Vicksburgh Batteries were Passed by Admiral Porter's Vessels.

Full Details from Our Special Correspondent.

Eight Gunboats and Two Transports Below Ready for Service.

Destruction of the Rebel Battery at Warrenton.

General Steele's Expedition Down Deer Creek.

Pursuit and Rout of Ferguson's Guerrillas.

IMMENSE SPOILS SECURED.

A Thousand Mules, Horses and Beef Cattle; a Thousand Negroes, Seventy Thousand Pounds of Sugar, and Four Thousand Pounds of Bacon.

NEAR VICKSBURGH, Friday, April 17, 1863.

The quietness that has for some weeks held undisputed sway over every position in this vicinity, was disturbed last night by an affair of no secondary magnitude—one last on the plan for running of the Vicksburgh batteries by our fleet of iron-clads. The weather was fair and the spectacle was witnessed by a large and appreciative audience, (indicating many ladies,) and the whole affair "went off" with great credit to the performers, and to the entire satisfaction of the lookers on.

The idea of running a large force of gunboats below Vicksburgh has been entertained for some time, and its carrying out at present was intended to effect a double object. One of these was, to operate against the smaller batteries, below on the Mississippi, Big Black and Red Rivers; the other was, the announcing to Gen. THOMAS that the Army of the Mississippi is alive, well and able to carry on more important operations than digging impracticable canals and excavating useless bayous. It may be stated that in both these respects there has been, so far, a fair success—the one promises well, and the other has been accomplished.

The present affair has been managed in a manner that deserves considerable credit. Heretofore, either through a too great reliance upon our own strength, or infused with a contempt of the harmful ability of the rebels, we have been decidedly unfortunate in our attempts against the Rebel Mississippi. We sent down the Queen of the West, which, after a show of resistance to hostile shot was about equal to that of paper mache, to cope gladly with a nation of the most powerful batteries on the continent, and to clear the river of steamers, each of which was immeasurably her superior in strength, speed and armament. She was scarcely well in the hands of the rebels ere we determined to add to their ram-fleet by the addition of a good gunboat, and for this purpose we sent down the *Indianola* by herself. Unwieldly, badly manned and unsupported, she fell an easy prey to her audacious and astute enemies—as very naturally could have been expected.

Our next move in the train of brilliant naval operations was to send down a couple of old wooden rams. As neither had the slightest pretension to the shape or action of war ships, and as they undertook to run the batteries in broad daylight, a very logical result was demonstrated, viz. to One was sent to the bottom, and the other placed in a condition very little better. The last One, however, showed different calculations, and met with more flattering results.

Considering the fact, shown by experience, that single gunboats and wooden rams are useless, it was determined to send down a number sufficient to be formidable in attack, and capable of effective cooperation in defence. In order, also, that supplies might not be lacking, and means for crossing troops at hand, if wanted, it was determined to send down, also, some transports.

And thus it came that last night eight gunboats and three transports undertook to run by the Vicksburgh batteries, and met with a most flattering and gratifying success. The gunboats selected were the

Benton, (Flag-ship,) Admiral PORTER, Capt. GRAHAM.
Lafayette, Capt. HENRY WALKE.
Price, Capt. WOODWORTH.
Louisville, Capt. OWENS.
Carondelet, McLEOD MURPHY.
Pittsburgh, Wm. HOEL.
Mound City, ——
Tuscumbia, Capt. BASCOM.

Of these gunboats all are iron-clad save the *Price*, and except the *Tuscumbia* and *Lafayette*, will be recognized as the veterans of many a hard-fought battle. The *Price* is a powerful wooden boat that was captured from the rebels last June before Memphis. The *Tuscumbia* and *Lafayette* are new boats comparatively, the former is a sort of Monitor, with square turrets on her bow and stern and is propelled by both a screw and paddles; the latter is an immense mass of iron, with powerful machinery, and guns of the heaviest calibre. Each of the boats had added to her armor all the protection possible, with bales cotton, hay, railroad iron, heavy chains, and anything which would add strength to their shaky sides.

The transports selected were, the

Forest Queen, (side-wheel,) ——, Capt. DAN. CONWAY.
Henry Clay, (side-wheel,) ——, Capt. MCMILLAN.
Silver Wave, (screw-steel,) ——, Capt. MCMILLAN.

After loading the holds of these vessels with all the supplies they could carry, cotton and hay were placed around their machinery as shields to protect the vital parts—the upper works, pilot-houses, &c., were left to the care of Providence and the bad gunnery of the Confederates.

The night of the 14th was selected upon as the one in which to carry out the attempt. The transports, however, had not finished taking in their supplies, and the matter was accordingly adjourned till the next night. Wednesday night came, and just as everything was supposed ready, the crew of the *Silver Wave* grew weak in the knees, and refused to go, with the single exception of the Captain. This produced a delay that was not remedied until too late to proceed that night. Finally, during yesterday, every necessary preliminary was completed; soldiers were placed upon the *Silver Wave*, and the absence of a pilot was supplied by Lieut. Gen. O'NEIL, of the Thirtieth Ohio, who volunteered for the hazardous undertaking. I believe that in the case of the *Henry Clay* nearly the entire crew was made up of soldiers, while in the case of the *Forest Queen*, Capt. CONWAY and his clerk, BILLY BARNES, (both the latter well known here,) with every man belonging to the boat, volunteered to remain with her and share her fate.

Such heroism on this side of the rebel line, and demands the most unqualified admiration. These men volunteered for the occasion and actually braved the mere consciousness of duty to urge them to the perils of the most fearful and deadly character. They receive an extra compensation, but even that the satisfaction of knowing that, in case of their being killed or disabled, the Government, by law, will provide for their widows or families. In view of this, one will wonder, not that men refused to engage in such unthankery, but that there can be found any one sufficiently daring and disinterested to venture in what promises only destruction or death. All honor to such men as CONWAY, MCMILLAN, BARNES and O'NEIL; whose true heroism is wasted, they are the men who will furnish it in its purest and most exalted character.

Last night (Thursday) everything was in complete readiness before dark. The plan decided upon was that the iron-clads should pass down in single file, with intervals between the boats of a few hundred yards, and that when in front of the batteries they should engage them with their broadside guns, making as much smoke as possible, under cover of which the transports might endeavor to pass unhurt.

A warm, cloudless day was succeeded by a clear twilight, beneath which boats from all points on the river began to ensemble at the "Lower Landing" a place about four miles in a direct line from Vicksburgh, and which in daylight affords an extended but detailed view of the city and its fortifications. The *Von Phul*, having on board Gen. GRANT and wife, Gen. MCCLERNAND and wife, together with several other military officials and ladies, also came down from Milliken's Bend, and took a position just at the head of the cabal, where her passengers had a most excellent view of the whole operation. The *Rocket*, with Gen. TUCKER, made its appearance near the cabal, and landed the General, who proceeded further down in a skiff, and took a position where he could speak the gunboats as they passed. Other parties proceeded down in skiffs, yawls, tugs, &c., and placed themselves wherever they thought the best view of the coming spectacle could be obtained. In short, by nine o'clock the audience was all seated, and waiting impatiently for the opening of the performance. There were in all perhaps thirty boats at the landing, each of which was black with spectators, of whom not a few were ladies; these, and the more, were the witnessed and chastised an audience of more large and respectable. I am bound to say that the most were the more serious and quiet portion of the gathering; the balance passed the hours of waiting in jokes, laughter, choruses and love-making—which, together with a running fusillade of champagne corks, indicated anything but an appreciation of the fact that the drama about to open was a tragedy instead of a roaring farce.

Lights twinkled busily from the Vicksburgh hillsides until about 10 o'clock, when they disappeared, and about the same moment song and laughter on our side were hushed, as a shapeless mass of what looked like a great fragment of darkness was discerned floating noiselessly down the river. It was the *Benton*—it passed and disappeared in the night, and was succeeded by another mass of darkness—the *Lafayette*, with the *Price* lashed to her starboard side. And thus they continued across the narrow stage which opened itself to our eyes, as if huge shadows detached themselves from the darkness above, floated across our vision, and disappeared in the darkness below. Ten of these noiseless shapes revealed themselves in succession, and then the curtain fell on the first act in the fearful drama.

Three quarters of an hour passed; people heard nothing, save their own oppressed breathings; saw nothing, save a long low bank of darkness, which, like a black fog, wailed the river below, and joined the sky and river in the direction of Vicksburgh. And all watched this gathering of darkness, for in it we knew were thunder, and lightnings, and voices, which at any instant might light up the night with fierce brightness.

So long a time passed without anything occurring, that people began to believe that the rebels had determined, for some malevolent purpose, to allow the fleet to pass below without obstruction; some men offered bets to back such opinions. However, this supposition was hardly broached ere it was contradicted most emphatically. At just a quarter before eleven, two bright, sharp lines of flame flashed through the darkness, at the extreme right of the Vicksburgh batteries; and, in an instant, the whole length of the bluffs was in a blaze with fire. The first which had rounded the Point, and now lay squarely before the city, at once responded by opening their ports and pouring their full broadside of twenty-five heavy guns, charged with grape and schrapnel, directly against the city.

This introduced the second scene, and a most exciting one it was—the waters were veiled with crimson, the earth rocked with heavy thunders.

A great cloud of smoke rolled heavily over the gunboats, and in this the three transports entered and made their "best time" down the river. The *Forest Queen*, which was in the advance, received a shot in the hull, and another through the pilot-house, which disabled her instantly. The *Henry Clay*, that came next, stopped, to prevent her running into the other, and at the same moment was struck by a shell that set her cotton on fire. The crew, demoralized by the stoppage and terrified by the fire, ran aimlessly around for a few moments, then launched the yawl, sprang into it, and pulled for the shore. The pilot finding that no engineers obeyed the bells, staid a short time till the fire began to scathe round him, when he seized a plank, jumped overboard, and was picked up by a gunboat. The *Clay*, in the meantime, became a great blazing mass, that floated down the river until it disappeared, below Warrenton. Had she been manned by men of nerve, the fire would have been extinguished and the boat carried through safely; the fact of her floating so far, shows that her hull was uninjured.

The *Forest Queen* was taken in tow by a gunboat and towed below without further damage. The *Silver Wave* did not receive a scratch.

The Vicksburgh batteries were passed in about an hour and a quarter. Upon reaching Warrenton our gunboats took the initiative by pouring in their broadsides the instant they reached position; and so continuous and terrific was their fire that the enemy scarcely ever attempted a response.

In fine, the fleet ran the blockade, losing only the transport *Henry Clay*, and one man killed, and two others wounded on the *Benton*. This is all our loss, which, considering the tremendous magnitude of the dangers through which the fleet passed, is next to none at all.

One of your correspondents accompanied the fleet, and will as early as possible, give you details of the action, as witnessed from his stand-point.

A week or so may elapse before much of interest is heard from the fleet. It will require some little time to repair damages, after which it will probably proceed up Red River, and pay that treason-cursed country its due of loyal vengeance.

The operations of Gen. TUCKER, since here, have been mainly confined to taking the preliminary steps toward an organization of negro troops. It is believed that not less than 50,000 negroes can be raised along the Mississippi for active service.

GALWAY.

Details of the Expedition Down Deer Creek.

Rebel Gen. Steele.

CAIRO, Ill., Monday, April 13, 1863.

This place—a small settlement on the right of the richest county in the State—is situated 30 or 40 miles north of the Mississippi, one hundred and seventy miles above Vicksburgh, it is from this point that passing steamers have been most frequently fired upon, and it was to correct this and effect some other purposes, that Gen. STEELE landed here a few days since with his entire division.

Even since the arrival of our forces before Vicksburgh, the country about Greenville has been infested by a Major FERGUSON, who had under his command a regiment of cavalry, composed of Mississippi and Texas troops, and ten pieces of artillery. With this force he has succeeded in affording our passing steamers such serious annoyance that the matter finally demanded severe measures to secure a remedy.

Another matter demanding attention arose from the fact that this section, out of its great abundance, has been contributing largely to the support of the rebel garrisons at Vicksburgh, and to cut off this source of supply was also made a part of Gen. STEELE'S mission.

The expedition, after an absence of six days, reached here last night, and, judging by the immense quantities of mules, negroes, horses, oxen, sugar, beef cattle, piles of forage and other spoils, which may be seen on the landing this morning, the affair has been a very successful one.

Six or seven miles east of the Mississippi River, at this point, is Black Bayou; six or eight miles further east is Deer Creek, both generally running south and parallel with the river.

In accordance with his orders, Gen. STEELE, with two light batteries, two companies of cavalry and about 3,500 infantry, landed here on the 6th inst., marched to Black Bayou, crossed it, pushed over to Deer Creek, and then turned down the west bank, and went leisurely forward.

His instructions, in substance, were to destroy or bring off everything which might aid the rebels, (very far, however, as much as for the use of the inhabitants,) and in case of the negroes, to allow them to act most pleasing as to leaving; but, if any influence was used, to rather discourage their coming at present.

Upon landing, Fremont's brigands were visited in the most distinguished manner by the rebel cavalry, and remained until to return, they were always in sight, but rarely near enough to get within reach of danger. If a man fell out of the ranks to do a little private stealing on his own account, and was separated a mile from the main body, he was sure to be picked up by these prowling guerrillas; and in this manner probably not less than a hundred men were lost during the march.

The first plantation of note reached after leaving Black Bayou, was that of Gen. FERGUS. In other days STEELE and FERGUS were not only classmates at West Point, but they occupied the same room and enjoyed relations of more than ordinary strength and intimacy. These facts, however, availed the rebel General but little, for his corn-crib and "fodder" were given to the flames, his horses and mules driven off with as little hesitation as if he had formerly been the deadliest enemy instead of the classmate of our Commander.

After reaching Deer Creek and turning southward, the expedition passed through one of the most magnificent countries in the Union. The land is of the utmost richness, and is settled by a population whose palatial dwellings and surroundings show them to be possessed of wealth, education and refinement. Each plantation contains from five hundred to five thousand acres, whose value is nearly, if not quite, double that of land in any other portion of the State. This feature in the value of the land is not owing entirely to its superior productiveness, but much to the advantages which are supposed to attend the possession of a property and residence in a cultivated and aristocratic community. They charge a man $60 per acre for the land; forty of this can't for its productive value, the other forty pays for the privilege of mingling with the social elements which abide on the neighborhood.

The houses are very large, built at once with a view to comfort and elegance; are surrounded with an endless profusion of floral ornamentation, and in the costly furniture within, and substantial mills and outhouses, and negro residences without, indicate the refinement and wealth of their owners.

It was in this succession of terrestrial Edens that Gen. STEELE operated; and which, by the aid of fire and other warlike institutions, were soon reduced to a level with common earthly dwelling-places.

I may say, in brief, that the National forces continued down Deer Creek a distance of about fifty miles, and then, considering that this small force might be endangered from the rear, Gen. STEELE returned, having occupied three days in going down, and the same number in getting back to Greenville. The terminus of their downward march was at the plantation of a Dr. THOMAS, and here, for the first time, the rebel FERGUSON attempted to make a stand. The timber below the plantation extends to Deer Creek, and in the edge of this the rebel forces were drawn up in line of battle. The approach to their position is across the plantation of Dr. THOMAS, and upon this Gen. STEELE disposed his forces for battle. MATTOON'S brigade, and HOFFMAN'S battery, were thrown out on the right; WOOD'S brigade and LANGDON'S battery on the left, and in this shape the National forces moved on the rebel position.

Upon reaching within four or five hundred yards of the timber, LANGDON'S unlimbered his battery, and, in a style peculiar to himself, opened a fire upon the enemy, so rapid and well-directed, that in the course of an hour the rebels found it unendurable, and fled, leaving us a bloodless and unanswerable victory.

The amount of damage done in the rebel region through which our troops passed will, at a low estimate, reach three millions of dollars. They brought in with them 450 mules, 100 horses, 34 yoke of oxen, 400 head of beef cattle, 20 wagons, 4,000 pounds of bacon, 70,000 pounds of sugar, and 500 bales of molasses, and about 1,000 negroes. They destroyed about twenty cotton-gins, nearly the same number of corn-mills, 500 hogs, 100 tons of fodder, and 700,000 bushels of corn.

The inhabitants along the route were nearly all at home, and, of course, very much frightened at the approach of our troops. Among all they found but one plantation belonging to Union men. And they had some North soon after the breaking out of the war. Some of the balance were not virulent Secessionists, and confessed that in the beginning they had opposed disunion, but along with thousands of others had been forced to afford a nominal if not an active consent to the movement.

It may be said here that the cotton-gins, mills, &c., of the only Union family on the route, were given to the flames, the same as those of others. In this case, as in all the others, the order of the soldiers carried them away so much that they never waited for orders to set fire to a corn-mill or haystack, but did it at once as a matter of course. I am happy to add that most of those who committed these irresponsible burnings were stragglers from the ranks, and were picked up by Fremont, and are this are probably safe in the vermin-haunted prisons of Vicksburgh.

The propriety of burning cotton-gins may be subject to dispute; but as Fremont, in proceeding our troops, set fire to all the cotton it was thought advisable by the stragglers to make a complete operation of the wrong the work. The inhabitants among the rebel plantations, with few exceptions, were glad to see us, and many of them expressed a desire to go North. Many also spoke of their negroes who had left them, and expressed a desire to get them back. Many of the negroes who had left their masters, and were following the fortunes of the Union forces, had passed on North, and could not be secured at present. They all professed a desire to serve the Government, and many of them did serve it faithfully, and were left behind by their masters, who assumed the services of their slaves, and promised them wages. Many of them were left behind by their masters, who assumed the services of their slaves, and promised them wages. Many of them were left behind by their masters, who assumed the services of their slaves, and promised them wages.

In coming back the people along the route were notified that we claim possession of the Mississippi to Vicksburgh, and that to keep all more guerrillas from firing upon passing steamers, bank, take, must, hereafter, be held responsible, and that to prevent its repurchase.

In coming back Fremont followed our forces picking up stragglers, occasionally making a small show that your about, but very generally keeping a respectful distance. In crossing from Deer Creek to Black Bayou, a small ship was set for the rebels, into which they fell in their haste. Gen. STEELE, who was in the advance, marched a battery of four guns at the end of a lane, after which our rear guard made a precipitous retreat, as if in deadly fear of the combined forces Fremont, divided his, a space of about thirty or more yards wide—a fact in that among the later supposing, from appearances, that they had a "good thing" on for in advance. On they came, whooping and spurring in one Southern style, till they reached a point some three hundred yards from STEELE, who, at that instant, suddenly gave a short turn to their joy and march, by giving them the contents of four pieces of artillery. The aim was bad, but the effect excellent; so they stayed, when your man is running away is one thing; but to do the same thing upon a battery is quite another. So artillery reasoned the cavalry, for the smoke of the artillery only lifted in sufficient time to see them disappearing at a speed equal to or greater than that of which they appeared.

Among the wealthy residents along the route taken by our troops is a Mr. LEE, his daughter, a few days before our landing, had surrendered to the Confederate Fremont, and at the time of our arrival the happy couple were honeying the full splendors of their first month. Their home was forsaken, and her father's house, she assumed her sweetest steel and, in company with her husband, fled before us.

There were two of them.

The rebels, with a success so decided that when our troops discontinued their march, she, by continuing her flight, managed to secure a place of safety, and also an incident with which she can amuse the Fergusons of coming years. This leaves could scarcely her happiness having rolled away. It is to be hoped that the balance of her honeymoon will be undimmed in its splendor.

Gen. STEELE, for the present, will remain at this point. He received an order this morning, from Gen. GRANT, not only to feed all the negroes who may come within his lines, but as far as possible to encourage able-bodied blacks to seek Federal protection. This change in Fremont, is to be traced to Gen. THOMAS, who, yesterday reached Milliken's Bend and took possession of Gen. GRANT and his party.

There was but one house burned on the route. This was unoccupied, although filled with costly furniture. The firing was done, not by order, but by some irresponsible soldiers.

To-night has been fixed upon for the running of the Vicksburgh batteries, and, as I desire getting there in time to see it, I must close.

We lost but one man killed on the route—a private named Conway, on Gen. STEELE'S body guard. A rebel Lieutenant and four men were captured.

GALWAY.

ADMIRAL PORTER'S OPERATIONS.

The Rebel Battery at Warrenton Destroyed.

ST. LOUIS, Thursday, April 23.

The *Democrat* of this city has a special dispatch from Cairo, which says:

"Our gunboats have destroyed the rebel battery at Warrenton, below Vicksburgh, and the fleet were lying at anchor at Carthage on the 17th inst. Gen. GRANT was to go down the next day."

CAIRO, Thursday, April 23.

A special from Memphis to-day, says that intelligence just received from Vicksburgh, 15th, states that the gunboats and steamers ran the batteries on Wednesday night, and are now below Warrenton. The casualties are not known. Steamers are said to be plying between Warrenton and Young's Point. Gen. GRANT has his headquarters at New-Carthage.

It is also stated that *five transports have succeeded in running the blockade on the Yazoo, and it is said, are now above Haines' Bluff.*

The rebels occupy the south side, and the Federals the north side of the Colemaine.

FROM THE TENNESSEE RIVER.

The River Cleared of Rebel Cavalry by the Marine Brigade.

CAIRO, Thursday, April 23.

Gen. ELLET'S marine brigade and Gen. FITCH'S light-draught gunboats have nearly swept the Cumberland River of the rebel cavalry, who were on both sides of the river. Some severe fighting occurred and many prisoners were taken. Florence and Tuscumbia were among the places visited.

THE WAR IN MISSOURI.

Movements Against the Rebels in the Vicinity of Pilot Knob.

ST. LOUIS, Thursday, April 23.

There has been no new movement of the rebels in the vicinity of Pilot Knob.

Gen. MCNEIL, from Bloomfield, was expected to reach Pilot Knob yesterday, and a heavy force of cavalry from Rolla is moving in the rear of the rebels.

Although the rebels are supposed to be several thousand strong, no apprehensions are felt for the safety of the Pilot Knob or Iron Mountain Railroad.

Maj. MCCONNELL, who was reported mortally wounded, was taken prisoner by the rebels and paroled. He is now at Ironton.

Rumored Capture of Cape Girardeau by the Rebels, &c.

ST. LOUIS, Thursday, April 23.

Steamers are prohibited from leaving for Southern ports until further orders. There are rumors of the capture of Cape Girardeau on the Mississippi, 150 miles below here, by MARMADUKE, but we have no particulars, and the military authorities have no information of it.

The rebel loss in the fight at Patterson was about forty, including two Captains killed, one mortally wounded, and two Lieutenants badly wounded. Our loss was eleven killed and twenty wounded.

There is nothing further of a reliable character from Pilot Knob.

Disloyalty Cases at Trenton, N. J.

TRENTON, Thursday, April 23.

The United States District Court is now in session in this city.

The Grand Jury have been in session for the last two days and have adjourned until Wednesday next. The investigation of certain charges of disloyalty, which have been made at various times against individuals, is a part of their business.

PATRICK EGERTY, charged with robbing the mail at Jersey City, confessed the crime to-day, and was sentenced to the State Prison for ten years.

IMPORTANT REBEL NEWS.

Destruction of the Rebel Steamers Queen of the West and Diana.

Failure of General Banks' Expedition in Southwest Louisiana.

His Forces Retreating on Berwood Franklin.

REPORTS FROM VICKSBURGH.

FORTRESS MONROE, THURSDAY, April 23.

The flag-of-truce boat *State of Maine*, Capt. J. B. MARTIN, of the Third New-York regiment, has arrived from City Point.

The Richmond papers of to-day contain telegraphic information from Port Hudson, announcing the loss of the steamers Queen of the West and Diana. The former got aground in Grand Lake, and was blown up by a shell from the Federal gunboat *Calhoun*. The *Diana* was burned by the rebels.

One hundred and six prisoners and seven commissioned officers were captured from the Queen of the West. Among the latter was Capt. TAGGART, the commander of the vessel now.

A dispatch from Brashear City, dated the 19th inst., reports that there is a Federal force beyond Franklin, La., and marching on.

There are no reports from Charleston later than the 17th, and there exists nothing new.

Much interest is felt in Richmond in regard to matters at Suffolk. The papers admit that a battery has been captured. The tone of the editorials is desponding.

REBEL NEWS, VIA MURFREESBORO.

CHATTANOOGA, Thursday, April 23.

The Chattanooga *Rebel*, of the 19th, says:

Dispatches from Jackson, the 17th, have been received, saying in substance that an early attack is to be made on Vicksburgh, from opposite and below the city, and for that purpose the Federals had passed eight boats on the night previous.

We have had this from our own papers, and is an indication of the rebel anticipation of the attack.

Later dispatches intimate that the rebels expect GRANT to make demonstrations south from Corinth at the same time.

JACKSON, Thursday, April 19.

Gen. STEVENSON reports that the enemy's batteries opposite Vicksburgh opened on the 17th, with two 20-pounder Parrotts, and that three casemates are visible.

Rebel dispatches from Pensacola, 17th, confirm the New-Orleans news regarding the destruction of the *Queen of the West*, and the evacuation of the rebel works at Centreville.

ARTHUR PETTUS and WASHINGTON BARNES are stoned as for the Governorship of Tennessee.

The *Banner* mentions another raid into North Alabama by the Federals.

It says no army was seen in better condition than Rosecrans, and that he is anticipating an active movement on the part of BRAGG in connection with GRANT'S attack on Vicksburgh.

THE WAR IN TENNESSEE.

An Important Expedition to McMinnville.

Destruction of Rebel Stores, &c.

NASHVILLE, Tenn., Thursday, April 23.

Refugees relieved from oppression at McMinnville, by a highly successful expedition by Gen. REYNOLDS, have arrived at Readyville. Gen. REYNOLDS telegraphs that they state that Kennedy took the town, capturing two railroad trains and a train of wagons. Among a number of prisoners taken was Mrs. Jane Menefee. The expedition has been important, results, as affecting the situation, than those named. We shall have full details to-morrow night.

Gen. THOMAS reviewed Gen. NEGLEY'S division this morning.

FROM THE ARMY OF THE POTOMAC.

All Quiet—Another Northeast Storm—The Roads Impassable, &c.

HEADQUARTERS ARMY OF THE POTOMAC, Thursday, April 23.

All is quiet.

Maj.-Gen. FOGLIARDI, who, for some time past, has been the guest of Gen. HOOKER, left for Washington to-day.

Another northeaster set in this morning, and it has been raining nearly all day. The roads, particularly in the low grounds, are in a horrid condition.

The Storm—Gen. Hooker in Conference with the President, Gen. Halleck and Secretary Stanton at Aquia Creek—Cavalry Canards.

STONEMAN'S STATION, Va., Monday, April 20, 1863.

A cold, cheerless rain commenced falling this morning, and our fickle, treacherous Virginia roads are again almost impassable. So we add forty-eight hours more to our suspense. But two such storms within a week are no more than we had on the Peninsula a year ago, and after we are once well started, we shall take such things as they come. But let us get started.

Gen. HOOKER made a flying visit to Aquia Creek yesterday (Sunday,) and there had a four hours' conference, lasting from 11 A. M. to 3 P. M., with the President, Gen. HALLECK and Secretary STANTON. What it was all about no one (very properly) knows. But as all the drummer boys are discussing the fact, I suppose there's no harm in mentioning it.

The rumors and assertions that are every morning receiving cavalry movements, are one and all premise as untrue, and gotten up mainly for the benefit of stock-jobbers. I am able to say that whatever is true concerning this movement, is studiously kept secret, and is manifestly improper to print. As yet the force has not achieved any great success, and certainly has not met with any reverse.

A lumber-box belonging to WOOD'S regular battery, of the Fifth Corps, blew up yesterday, injuring one man seriously and three slightly. The cause was parole accidental.

Affairs in the Left Wing—The Two Years' Regiments—Recruiting—Convalescents—A Disgraceful Affair.

LEFT WING OF THE ARMY,
Monday, April 20, 1863.

There is considerable anxiety among the two-year troops to learn how they are to be disposed of, and as is always the case at such times, various rumors are afloat. One is to the effect that all the officers and men will be mustered out at the expiration of their term of service, save those who have received promotion. Another is the absurd one that Government intends to consolidate or retain every regiment in the service as long as it may seem to suit its own whim. If not most of the men, would return after spending a few weeks among their friends. One hundred and one-and-eight patriotic, and most of the citizens of the Thirty-third New-York, Col. TAYLOR, have opened a paper, agreeing to re-enlist as a regiment, if it is thought so many can be gotten there.

The number of returning convalescents and deserters is increasing daily. Those now here, however, have been kept with various pardons have returned to the Sixth Corps, Gen. SEDGWICK.

The presence of several Paymasters in this part of the army, is the occasion of much joy in the Service. The Thirty-first and Forty-third New-York, Sixth Maine, Fifth Wisconsin and Thirty-fourth Pennsylvania, and other Virginia brigade, with pails of that week. The One Hundred and Nineteenth Pennsylvania is to be paid to-day, the Thirty-third New-York to-morrow, and Forty-sixth Pennsylvania on Wednesday.

A most disgraceful affair has resulted from this influx of money. While about a mile and a half of White Oak Church, several women (whose male relatives and friends have been carried away by the Conscript Act) are congregated together in one house, where they have lived quietly during the absence of our army here. Some thirty members of ——— regiment, on receiving their pay, proceeded to the building about midnight, and, under the influence of liquor, made a most furious onslaught, tearing down the doors and windows, smashing furniture and crockery, and, to crown all, firing several times upon the inmates, who finally made their escape by ascending to the loft, leaping through an aperture, and floating in the snow. Their cries could be heard for a long distance, and details from several of the regiments stationed in the vicinity fastened through the darkness to the scene of the outrage. Some three of the ruffians were secured, and are to be most summarily punished.

Daily ascensions are made by the two balloons moored near the river. The enemy continue to bring up reinforcements, leaving the general impression that their forces stationed at Charleston, until the recent attack, are being hurried down here.

The weather has been very inclement since the furious storm of last Wednesday, until to-day, which another rain has set in.

AFFAIRS AT SUFFOLK.

The Capture of the Five-Gun Battery—Heavy Firing—Gathering among the Indians—Movements of Rebels.

Correspondence of the New-York Times.

SUFFOLK, Va., Monday, April 20, 1863.

There is no truth in the reported withdrawal of the gunboats from the Nansemond. They have been active nearly all day.

A brilliant affair occurred last evening, resulting in the capture of 150 rebels, and a battery of five pieces—two 24-pounders and three light Parrott guns.

Two hundred and fifty men, detached from the Eighty-sixth New-York and Eighth Connecticut regiments, crossed the Nansemond river on one of the gunboats, some two miles below Suffolk, and charged upon the chief rebel intrenchments. As the party landed from the gunboat, the enemy fired upon them, killing four and wounding several. Our men then started off with a yell, and did not stop until in possession of the works. Most of the enemy left their guns and retired precipitately to their "rat-holes," or excavations, made close to the parapet, with a view to avoid bursting shells. These "rat-holes," I believe, are original with rebel engineers. They were soon induced to disarm from their hiding places by fixed bayonets pointing down the apertures. One party found a dead rebel inside the work with his hands and feet tied up by ropes. They were informed that he had been shot for cowardice.

The rebel guns were turned upon the enemy's reserve, and a constant skirmishing was kept up during the night. The number of our wounded is reported as high as twenty.

Col. DOWNES, of the Connecticut regiment, commanded the party, Gen. GRAY superintending it from the gunboat. This affair occurred about 4 o'clock last evening.

There has been no skirmishing of consequence on any of the roads to-day, but for the last two hours the air has been almost uninterrupted heavy firing along the Nansemond.

It is believed that our forces are firmly established on the other side of the river.

The inhabitants of Suffolk are in considerable distress for want of food. Government rations have been issued to some of them. C.

The Iron-clad Lehigh in the Nansemond—Continued Skirmishing.

SUFFOLK, Va., Sunday, April 19, 1863.

The gunboats in the Nansemond have been shelling the opposite banks almost the entire day. One rebel battery has been silenced, and the rebel sharpshooters are now of a more "quiet and retiring disposition." This arousing the iron-clad *Lehigh* ascended to the mouth of the western branch of the Nansemond, and is now engaged with her heavy pieces in disturbing the enemy's batteries. The river above the mouth of the western branch is too shallow to admit of her coming higher.

Skirmishing continues on the South Quay road. A civilian was shot there this morning, but not seriously wounded. He is, I understand, a correspondent of the Philadelphia *Inquirer*. The enemy showed himself in some force on the Edenton road this morning.

That the enemy have serious intentions concerning this place is now no longer doubted. Something important, if not decisive, will occur probably to-morrow. I will send you further particulars.

The Corcoran-Kimball affair has created considerable discussion among the officers here. It is generally considered an unfortunate occurrence for both. But the stories concerning it differ too widely to form any just opinion. C.

The U. S. Gunboat Wissahickon.

PHILADELPHIA, Wednesday, April 22

The United States gunboat *Wissahickon* arrived at Fortress Monroe at 9 o'clock yesterday afternoon from Fort Royal. She is bound to this city for repairs to her engine.

Amusements.

WINTER GARDEN.—Miss LUCILLE WESTON has been creating something very like a sensation by her bold and spirited performance of the three-fold character of *The French Spy*, in the drama of that name. She looks the character amazingly well, and plays it with a dash and vigor that have rarely, if ever, been equalled. This evening, for her farewell benefit, she essays a part which will call more tragedy into her versatile powers as an actress. She will appear in *Une Femme de Bronze*, and there can be little doubt she will do it with immense effect.

MISS DINGLEY AT IRVING HALL.—A Concert will be given to-night at Irving Hall, by Miss FANNIE DINGLEY, assisted by Miss KELLOGG and Messrs. CAMPBELL, CARLES, THOMAS and ARNOLD.

DON GIOVANNI TO-NIGHT.—The German Opera Troupe give MOZART'S "Don Giovanni" to-night at the Brooklyn Academy, and to-morrow "Stradella" at the Academy.

BENEFIT OF MR. CHARLES PETERS.—Mr. CHAS. PETERS takes his benefit at LAURA KEENE'S to-night. We need scarcely add that the beneficiary is a popular and most deserving artist, and that there ought to be a crowded house on the occasion.

GERMAN OPERA IN BROOKLYN.—On Wednesday night MAZUR'S opera of "Joseph and his Brothers," was given in a style equal to the Academy troupe. To-night they give "Don Giovanni," and on Saturday a matinee, with "Stradella" as the attraction.

LOCAL INTELLIGENCE.

ANOTHER LOYAL MEETING.

The Free-Schools in Secret Conclave.

THE FRIENDS TO HIS KNIT AT HIGH NOON.

**In deference to the suggestions of Mr. Hathaway, the Democratic Secretary of School Land Paper-Hanger, the Democratic Secretary of School Land Paper-Hanger, the Democratic Secretary of School Land Paper-Hanger

SITUATIONS WANTED—FEMALES

HELP WANTED.

SITUATIONS WANTED.

TO LET.

COUNTRY RESIDENCES.

REAL ESTATE FOR SALE.

HELP WANTED.

HOUSES & ROOMS WANTED.

FURNITURE.

RELIGIOUS NOTICES.

MATRIMONIAL.

FRENCH ADVERTISEMENTS.

BUILDING MATERIALS, &c.

NEWS OF THE DAY.

THE SECESSION.

A dispatch from the Army of the Potomac says that skirmishing was in progress on Friday morning, resulting in the capture of a few prisoners.

Important rebel reports of operations in the southern Department reach us by way of Richmond, as published from the Richmond papers of Saturday morning. The Examiner of that date says:

It is known that Gen. Grant has been reinforced by Gen. Banks, and that Gen. Sherman has been ordered to move from Vicksburg to Jackson, Miss., and capture that place. It is not probable that Gen. Johnston will make a stand at Jackson, but will fall back to Brandon, Morton, or Meridian, and there concentrate his forces. Should Gen. Sherman attempt to follow him, he will be met by the combined forces of Johnston and Bragg, and overwhelmed. Should he not follow, he will be left in the rear of Johnston and Bragg, and will be compelled to fight his way back to Vicksburg, or surrender. Should he attempt to fall back to Vicksburg, he will be met by the combined forces of Johnston and Bragg, and will be compelled to fight his way back to Vicksburg, or surrender. Should he not follow, he will be left in the rear of Johnston and Bragg, and will be compelled to fight his way back to Vicksburg, or surrender.

The Richmond Whig says:

We have a letter from Gen. Johnston, dated Jackson, Miss., May 14, in which he says that he has been reinforced by Gen. Bragg, and that he is now in command of the army of the Tennessee. He says that he has been reinforced by Gen. Bragg, and that he is now in command of the army of the Tennessee. He says that he has been reinforced by Gen. Bragg, and that he is now in command of the army of the Tennessee.

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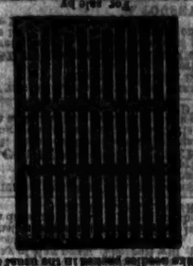

NEEDLES

GEORGE T. FLAGG'S

THE NEW-YORK SEMI-WEEKLY TIMES is published THIS MORNING, and may be had at the counter of all the publishers whose advertisements appear in the issue of this day. Price FIVE CENTS. In addition to the large installation of new and beautiful type with which it is now printed, the TIMES will hereafter be issued on the morning of the day on which it bears date, instead of on the afternoon of the day preceding, as heretofore. Subscribers in the country will thus receive their copies by the earliest mail, and those in the city by the first delivery. Single copies may be had at the counter of the publication office, No. 41 Park-row, and of all the news agents in the city. Subscription price, $3 per annum, or $1 50 for six months. Address THE TIMES, No. 41 Park-row, New-York.

OFFICIAL DRAWINGS OF MORRAY, EDDY & CO.'S KENTUCKY AND MISSOURI STATE LOTTERIES.

KENTUCKY, CLASS A, 12th day, April 7, 1866.
15 68 18 61 60 30 55 13 52 56 7 9 62.

KENTUCKY, CLASS B, 12th day, April 7, 1866.
9 49 7 56 54 52 58 64 58 8 30 48.

MISSOURI, CLASS A, 12th day, April 7, 1866.
Consolation and 4 Capitals.

MISSOURI, CLASS B—12th day, April 7, 1866.
Consolation and 4 Capitals.

MORRAY, EDDY & CO.,
Managers, Louisville, Ky.

ROYAL HAVANA LOTTERY.—IN HAVANA, Tuesday, April 24.

1 Prize of $100,000 is $100,000
1 " 50,000 is 50,000
1 " 25,000 is 25,000
1 " 10,000 is 10,000
5 Prizes of 5,000 are 25,000
10 " 1,000 are 10,000
100 " 500 are 50,000
100 " 300 are 30,000
1,000 " 100 are 100,000
1,000 " 50 are 50,000
1,000 " 30 are 30,000
1,000 " 20 are 20,000
1,000 " 10 are 10,000
1,000 " 5 are 5,000
1,000 " 3 are 3,000
1,000 " 2 are 2,000
1,000 " 1 are 1,000
1,000 " 1 are 1,000
1,000 " 1 are 1

COUNTRY BOARD WANTED—IN A FARMER'S family, an elderly lady and gentleman can be accommodated with board and a pleasant room, with fire, in the country, where there is a horse and carriage kept, and where there is no other boarder. Address BOARD, box 10 Herald office.

COUNTRY BOARDING.—A DESIRABLE location can be had in a private family, pleasantly situated in the village of Flushing, L. I., only 20 minutes' ride from the city; terms moderate. Address FLUSHING, box 4,010 P. O.

COUNTRY BOARD WANTED—IN THE COUNTRY FOR a gentleman and wife, where there are no children, within 2 hours' ride of the city, and where there is a horse and carriage kept. Address, with full particulars, C. C. C., box 4,010 P. O.

COUNTRY BOARD WANTED—FOR SIX or seven weeks, for a gentleman and wife, in a private family, where there is a horse and carriage kept. Address, with terms, &c., C. Y. Z., box 4,010 P. O.

COUNTRY BOARD WANTED—FOR THREE persons, in a private family, where there is a horse and carriage kept, within 2 hours' ride of the city. Address, with terms, &c., BOARD, box 4,010 P. O.

COUNTRY BOARD—IN A PRIVATE FAMILY, on STATEN ISLAND, for a gentleman and wife, or two gentlemen. Address STATEN ISLAND, box 4,010 P. O.

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COUNTRY BOARD WANTED—FOR THREE persons, in a private family, where there is a horse and carriage kept, within 2 hours' ride of the city. Address, with terms, &c., BOARD, box 4,010 P. O.

COUNTRY BOARD—THREE PERSONS CAN BE accommodated with board in a private family, pleasantly situated in Bedford, Long Island, within 2 hours' ride of the city. Address BOARD, box 10 Herald office.

COUNTRY BOARD.—A DELIGHTFUL RESIDENCE, in the village of Glen Cove, L. I., 30 minutes' ride from the city, can be had for the summer or part of it. Address BOARD, box No. 10 Herald office.

COUNTRY BOARD WANTED—IN A FARMER'S family, an elderly lady and gentleman can be accommodated with board and a pleasant room, with fire, in the country, where there is a horse and carriage kept, and where there is no other boarder. Address BOARD, box 10 Herald office.

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TO LET—TWO OR THREE SINGLE GENTLEMEN can be accommodated with rooms, furnished or unfurnished, with or without board, at No. 20 Bleecker-st., between Broadway and Mercer-st.

FURNISHED BEDROOM AND PARLOR TO LET, with or without board, at No. 20 Bleecker-st., between Broadway and Mercer-st.

BOARD WANTED—FOR GENTLEMAN AND wife, in a private family, where there is a horse and carriage kept, within 2 hours' ride of the city. Address, stating terms, C., box No. 10 Herald office.

BOARD WANTED—BEFORE MAY 1, BY A gentleman and wife, in a private family, where there is a horse and carriage kept, within 2 hours' ride of the city. Address, stating terms, C., box No. 10 Herald office.

BOARD IN BROOKLYN.—PLEASANT rooms, with board, in a private family, in a central part of Brooklyn, for a gentleman and wife, or two gentlemen. Address BROOKLYN, box No. 10 Herald office.

BOARDING.—WANTED IN BROOKLYN, NEAR the Navy-yard, by a gentleman and wife, board and lodging in a private family. Address, stating terms, &c., BROOKLYN, box No. 10 Herald office.

BOARD WANTED—FOR GENTLEMAN AND wife, in a private family, where there is a horse and carriage kept, within 2 hours' ride of the city. Address, stating terms, C., box No. 10 Herald office.

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BOARDING AND LODGING.

MRS. JOHNSON'S GRAND SPRING ARRANGEMENT AT 26 BEDFORD-ST., NO. 424 BROADWAY.

GEORGE B. ENGLISH,
Late of the United States Navy, and other important business, 5 Gramercy Park, will attend to all matters relative to Naval and Military Claims.

KID GLOVES,

GREAT EXCITEMENT

50 DOZEN BLACK AND COLORED JOUVIN KID GLOVES, AT OLD PRICES.

ORIENTAL SUNSHADES.

ELEGANT PARASOLS, NO. 424 BROADWAY.

WINDOW SHADES,
WHITE HOLLAND SHADES,
GREEN HOLLAND SHADES,
BUFF HOLLAND SHADES,
CHECK HOLLAND SHADES,
CHINESE AND VENETIAN BLINDS.
ALL KINDS SHADE FIXTURES MADE AND PUT UP BY AN EXPERT IN THE BEST MANNER.
GOODS AT OLD PRICES.
424 BROADWAY.

WINDOW SHADES,
WHITE HOLLAND SHADES,
BUFF HOLLAND SHADES,
GREEN AND BLUE HOLLANDS,
WHITE HOLLANDS,
WHITE HOLLANDS,
FRENCH SHADES,
GOLD SHADES,
GOLD SHADES,
WINDOW SHADES,
No. 359 BROADWAY,
359 Opposite Metropolitan Hotel.

ALL STYLES OF LACE CURTAINS,
LACE CURTAINS,
LACE CURTAINS,

FROM THE STATE CAPITAL.

The Passage of the Broadway Railroad Bill—An Outrage Against Speaker Callicot—The Secret Inquisition Before a Police Justice—The New-York Common Council and the Harlem Railroad Grant—The Supply Bill—The Tax Levy, &c.

From Our Own Correspondent.

ALBANY, Thursday, April 23, 1863.

After so many years of struggle and failure a Broadway Railroad Bill has finally passed both Houses of the Legislature. It has been discussed so fully, in and out of the Legislature, and its main features are so well understood—so far as they can be—that it is useless to go into any explanation of them now. The passage of the bill is an era in legislation. On all previous occasions it has failed during the last moments of the session. This time it was successful one week after the expiration of the hundred days, and, as before, the final vote was taken amid vehement charges of corruption and all sorts of unworthy influences. Of the truth of these charges, now or then, I will not attempt to decide. One thing I do know, however, and I am impelled by a conscientious sense of duty to declare that a most unworthy expedient was resorted to at the last moment by its opponents, in which they deliberately inflicted a wicked wrong on Speaker CALLICOT, who, let me say, from beginning to end, stands on the record in opposition to the bill. That expedient was to procure a large number of subpœnas to be issued by a Police Justice, charging the Speaker with felony, on the trumped affidavit of some one whose name is not permitted to be known, which affidavit no one, not even the alleged accused, has been permitted to see or to know the character of, with no other motive or idea than the hope of scaring some one, with not a single known or explicitly alleged fact to justify or even excuse the desperate expedient, but in open violation of the Constitution, the laws and decency. It was a weak gasp to disperse the Legislature, or so many members as would lead to the defeat of the bill, and it would have been just as proper, just as much in accordance with the truth, or any known fact, to have charged the Speaker or any one else, or all of the members with murder or any other crime, or all the crimes in the catalogue, as to have inserted in the subpœnas the charge of felony against the Speaker. The shamelessness of this plot is apparent from the fact that Speaker CALLICOT has been served with no process, or paper of any kind whatever, that he has never heard of the matter, and knows nothing more about it than what he has seen in the papers. Who ever heard of a charge of felony, or the issuing of subpœnas with such a charge embodied therein, and the person aforesaid know nothing about it, and receive no notification whatever?

As a fitting accompaniment and ending of the plot, a single witness was taken into a room with the Justice and three scowling lawyers, with all others excluded, where an inquisitorial examination was had for an hour, but to no effect whatever. This, of itself an outrage, in so far as it is in violation of the laws and Constitution, which provide that all Courts, and all judicial proceedings of whatever nature before a Grand Jury, shall be open to the public.

It is but right that this piece of the history of the Broadway bill should be recorded explicitly. As an observer, I am compelled to say that, if the expedient, without an utter disregard of consequences, did not have the effect to pass the bill, it at least consolidated the supporters, and made them all the more determined.

Subsequent to the passage of the Broadway bill by the Senate, and while it was pending in the House, the grand jury recommended by the New-York Common Council, granting to the Harlem Railroad Company the right to lay down a track in Broadway, took place. Not to be outdone in strategy, the Railroad Committee, to whom the bill had been referred to report complete, inserted an amendment repealing so much of the Harlem charter as permits that Company, by the consent of the Common Council, to lay down a track in Broadway, and in that shape the bill passed the House, and has gone to the Senate, where, as the time I write, no action has been had on it. Its friends profess confidence, and I presume with reason, that it will pass that body as it came from the House. The House Committee struck out the names of Ex-Gov. MORGAN, Gov. SEYMOUR, and ROYAL PHELPS, Commissioners to protect the interest of single men not recognized in the bill, which had been inserted in Committee of the Whole, and substituted the name of Mr. MCCREADY, the stage man, as one of the corporators. Otherwise, the bill is understood to be mainly the same as it came from the Senate; though, it must be confessed, nothing is known absolutely as to what is in or out of the bill.

What will they do with it? is now a question which, I understand, the corporators and those they represent are not prepared to answer. That it is not what was bargained for is unquestionably true, while the Harlem complication is an unforeseen difficulty. Does the repeal by the Legislature of the provisions of the statute under which the municipal grant for a Broadway road was originally given, leave the Harlem Company invincible or in any way affect that grant? It can scarcely be contended that it does; and it is difficult to see why action by the Common Council a day or an hour before the repeal is not just as valid as though it had been one year before. In fact no part of the Harlem charter is yet repealed, for the Broadway bill has not become a law, and before it does a track may be laid half the distance down Broadway. We may safely calculate that it cannot be laid, and will be compromised, and that the interests that now seem to clash will be made to operate harmoniously together.

There is in the Supply bill passed by both Houses, now in the hands of the Governor, and soon to become a law, an item of $70,000 for the purchase of ground for a new Capitol. The land proposed to be purchased is immediately adjacent to the State Library building on the west, and running through to the next street. It is said to be worth its own amount. The necessity for the purchase is a question also, while the wisdom of adding this to the already enormous expenses of the State at this time, is not apparent. The insertion of this item is the most significant commentary there possibly could be on the question of removing the Capitol from Albany, and so far as this Legislature is concerned, would seem to be equivalent to a unanimous verdict against any removal.

The closing hours of a session are always marked with confusion and disorder. Up to the hour of writing there is any no indications of this will be an exception. The hour of final adjournment has not been fixed.

The bill to prevent gambling in gold became the subject of a Committee of Conference to-day—the front of difference being whether no loans whatever shall be made on gold, as passed by the Senate, or whether transactions shall be restricted to par, so-called, as the House bill. It is probable that the par principle will prevail.

The New-York Tax levy also went to a Committee of Conference, the Senate non-concurring in the action of the House. Several items of the bill are severely criticised.

The Cross-Town Railroad bill is thought to be in danger in the Senate, where, it is alleged, faith is not kept by certain Broadway Senators. Threats have been made in the House this morning to recall the Broadway bill, and there yet may be sharp practice on the question.

The Staten Island Ferry bill is in extreme danger, if not quite dead, on the table. An unsuccessful effort was made to get it up to-day. There is, however, at least one chance for it yet, and its friends do not despair.

RODERICK.

[BY TELEGRAPH.]

ALBANY, Thursday, April 23—11 P. M.

It is probable the Senate will ultimately agree to the House amendments to the Broadway bill, and not allow it to go back to that body, where its fate would be doubtful.

Gov. SEYMOUR's veto of the Soldiers' Voting bill was sent in this evening, but not read.

It is probable the final adjournment will take place to-morrow night.

There is a strong probability of the passage of the Cross-Town bill.

RODERICK.

PROCEEDINGS OF THE LEGISLATURE.

SENATE.

ALBANY, Thursday, April 23.

BILLS PASSED.

For the continuation of the proceedings suspended by the death of THOS. CASSIDY, late Sheriff of New-York.

Incorporating the Market Savings Bank, New-York.

For the preservation of the wood lands in Suffolk County.

Incorporating the Hudson and Harlem River Canal Company.

Also, all the Canal Claims and Canal Bridges bills ordered to a third reading yesterday.

The Assembly's amendments to the New-York Tax bill were non-concurred in, and a Committee of Conference was appointed.

A resolution of thanks to Lieut.-Gov. JONES was adopted unanimously.

The Assembly amendments to the Code bill were non-concurred in.

The bill extending streets in New-York, from Ninth Fourteenth to Thirty-first-street, was ordered to third reading.

EVENING SESSION.

The report of the Conference Committee on striking out the "old judgments" item, $20,000, and the "gold claims" item, $50,000, was agreed to by both Houses.

The Assembly amendments to the Broadway Railroad bill were concurred in, except the clause dissolving the bill of the corporate character, which amendment was lost by a vote of 15 to 14.

A motion to reconsider was tabled.

The clause repealing a portion of the charter of the Harlem Railroad Company was stricken out—15 to 13.

The Cross-Town Railroad bill was ordered to third reading—16 to 4, without amendment.

The bill for the appointment of a Commissioner of Lunacy was rejected.

Mr. LOW submitted a report against the resolutions proposing amendments to the Constitution, enabling soldiers to vote, as unnecessary.

A resolution was adopted directing the Comptroller to examine into the financial affairs of the Institution for the Deaf and Dumb.

The bill relative to arrears of taxes in New-York was reported favorably. Adjourned.

ASSEMBLY.

ALBANY, Thursday, April 23.

BILLS PASSED.

To amend the act relative to Savings Banks.

Amending the charter of the Ocean Exchange Fire and Inland Navigation Insurance Company.

Relative to the militia and public defence.

The Bank Committee reported complete the Senate Gold bill.

The House disagreed thereto, and Messrs. DEAN, DAVIS, F. B. FIELD, KERR and FISHER were appointed a Conference Committee on the bill.

EVENING SESSION.

The Assembly met at 7 o'clock.

The House concurred in the Conference Committee's report in the New-York City Tax Levy, and the bill passed.

The bill incorporating the Hudson and Harlem River Canal Company passed.

Mr. T. C. FIELD offered a resolution requesting the Governor to return the Annual Tax bill. A section of the bill compels County Treasurers to pay into the State Treasury taxes collected on the 1st of April, and from their salaries at 10,000. It was claimed that this section was improperly in the bill, and was not considered when the bill passed.

The resolution was adopted. The bill was returned, the objectionable section was stricken out, and the bill again passed, as amended.

Adjourned.

BROOKLYN NEWS.

TRIAL OF ISRAEL RAMSEY FOR THE MURDER OF SIGISMUND FEILNER.—Several witnesses were examined yesterday, and the case for the prosecution was closed, no evidence having been brought forward to show that the dead was committed within the limits of Kings County. The defence insisted that they had no evidence to offer—depending, mainly, upon the weakness of the testimony for the prosecution. The case will, therefore, be summed up to-day and given to the Jury.

THE NINTH WARD MURDER.—An inquest was held yesterday upon the body of JOHN RAVENSBURG, (heretofore called JAFFENBERG,) who was killed by being stabbed in the abdomen on Tuesday night by MICHAEL KENNY, in a grocery, corner of Albany and Fulton avenues. Several witnesses were examined, and a verdict was rendered to the effect that the death of deceased was caused by stabs inflicted with a knife by KENNY. The accused was committed to await the action of the Grand Jury.

The Great Billiard Match.

KAVANAGH BEATS GOLDSMITH.

The great billiard match for the championship and $1,000 last night at Irving Hall, at the four-ball carom game, DENNIS KAVANAGH beats GOLDSMITH 218 points. The largest run was made by GOLDSMITH—130 points; KAVANAGH's largest run was 125 points. Another match for $1,000 was made between the same parties on the spot. The match was 1,500 points up, and lasted five hours and a half, concluding at 3½ A. M.

From San Francisco.

SAN FRANCISCO, Wednesday, April 22.

Sailed yesterday Danish bark *Cecilia*, with $250,000 in treasure.

The steamship *Robert Lee*, hence to Hong Kong, put in at Honolulu, March 12 and left 13th.

Steamship *Sonora* carries a large number of passengers Eastward to-morrow, including many women and children.

Money market easy to-day. Gold bars 98 20-32@98 30. Exchange on New-York 30@31 premium on gold. Legal tenders 65@66.

There are indications of a speedy opening of Spring trade.

The office of the Copperhead newspaper, *Sacramento Republican*, was destroyed at 1 o'clock this morning by a mob—it is reported—by soldiers from Camp Union.

Both branches of the Legislature have passed the bill legalizing contracts in gold. It must go to the Senate to concur in the amendments of the Assembly.

The Alabama.

PROVIDENCE, R. I., Thursday, April 23.

The bark *Sea Ranger* arrived here this morning from Zanzibar with a valuable cargo. March 26 Capt. DOW says that he was spoken, in lat. 7° N., lon. 29° W., by a vessel which he believes was the *Alabama*. By showing Hazburg colors he escaped.

National Bank in Sandusky.

SANDUSKY, Thursday, April 23.

MOSS BROTHERS, bankers in this city, have filed the necessary papers for a Bank under the National act. They are to start with a capital of $100,000, with the privilege of increasing it to $200,000.

Fire at Dunleith, Ill.

DUBUQUE, Thursday, April 23.

BURT's reaper factory and all its contents were destroyed by fire this morning. Loss $40,000; uninsured.

FIRE IN WEST THIRTY-FOURTH-STREET.—About 5¼ o'clock, yesterday afternoon, a fire originated in the dwelling-house, No. 59 West Thirty-fourth-street, occupied by Mr. DAVID WARE, resulting in a damage to the building of $1,000, and to the furniture of $200. Insured in City Companies.

Was the "Keokuk" a Failure?

To the Editor of the New-York Times:

One of the greatest minds this planet has produced—a countryman of ours—on an occasion familiar to us all, commenced his greatest speech in the Senate of the United States, in the following words: "When the manner has been assumed for many days, in which, whether, and on an unknown day, he naturally avails himself of the first pause in the storm, the earliest glance of the sun, to take his latitude, and ascertain how far the elements have driven him from his true course. Let us imitate this prudence, and, before we float further on the waves of this debate, refer to the point from which we departed, that we may at least be able to conjecture where we are now." I have imitated this example, and avail myself of the "first pause in the storm" which has overtaken the *Keokuk*, to examine her bearings and by a plain statement of facts, which, with your permission, I will lay before my countrymen, leave them to determine "how far the elements have driven her from her true course;" and, while I cannot hope for victory so complete as that with which the immortal WEBSTER vanquished his adversaries, and triumphed over the enemies of the Republic, who were then sowing the seeds of this rebellion, I still trust it will not be found entirely shorn of glory. I shall endeavor to show that in the short life of the *Keokuk*, developed qualities which no other "iron-clad" hitherto built in this country possessed to the same degree, and if her armor was not proof against the artillery of the enemy, that she combined other elements of scarcely less importance, and which should, I think, in some measure shield her from the harsh judgment of fully one-half the intelligent minds who have noted upon her performances.

In the first place the *Keokuk* was built for a *light draft* vessel, to draw only a certain amount of water, which, when ready for action, was about 9 feet aft, and 7 feet forward. She was a small vessel, being but 150ft long, over all, including ram and rudder.

She was designed to have speed, and she attained it, running out of New-York harbor at the rate of 10 miles an hour. She was intended more particularly for inland navigation—to ascend the Southern inlets and rivers—and to do this, it was necessary she should be manageable, and obey her helm promptly, which she did.

She was designed to be seaworthy, and she proved herself eminently so. She was thoroughly ventilated, and without the use of artificial means, as well as the cabins and ward room, and her accommodations generally were as good as on any vessel in the service of the same tonnage.

She was intended to be shot-proof against ordinance in use in the naval service of the United States at the time she was designed, and I have it from the lips of her commander, that he believed she would have proved so, but against such balls and missiles as the rebels threw, supplied them by our naval friends across the water, she was not proof, nor were any of the other iron-clads engaged in the action, four out of seven of them being disabled, although not, apparently, as to admit of all these—so severe a fire. She took into action, amidst the most terrific commanding the world has ever seen, about one hundred men, and brought them all out alive, and the most severely wounded (Captain BELKNAP and brave and true as an old salt as ever trod the deck of a ship,) is, I learn to my great joy, in a fair way to recover.

The apparent thickness of armor on the sides of the *Keokuk* was 5½ inches, put on in a peculiar manner, viz.: Bars of iron, four inches wide and one inch thick, were placed endwise over the skin of the ship, running from end to end, one inch apart, and between these were placed strips of wood of the same dimensions; over this were laid two plates of iron, each ½ of an inch thick, secured on the edges of the bars by ¾ inch bolts running between them, and through the skin, and fastened by a nut on the inside of the vessel.

The *actual* strength of the metal in armor on sides, as will be seen from this description, was 100 pounds per superficial foot, equal to a solid plate of but 2½ inches in thickness. On the turrets an additional ½ inch plate over the two 1-in-plates, increased the actual thickness of armor to 3½ inches, and the weight of metal to 140 pounds per superficial foot, equal to a solid plate of 3½ inches.

The question will naturally be asked, Why was not the vessel more heavily armored? Simply because a vessel of her dimensions would not support more. Increase the size of the vessel and the armor may be increased in the same ratio. If you add to ocean steamers of solid iron, were such built, many of our largest, now of wood, could not carry coal and regulate boilers—lights, air and engines—and accomplish certain results.

The original Monitor lived but to see a single fight of short duration, the severity of which bore no comparison to that to which the *Keokuk* was subjected. In the Monitor I presume, and have vanity enough to believe, that if the vessel had been twice her size, with a corresponding weight of armor, she would have passed through the fiery ordeal successfully.

But what I have not in studied terms and disconnected sentences, the author's plain language may convey. If the *Keokuk* was not proof against the missiles used by the enemy, nor were any of the other vessels engaged in the action.

No part of the machinery of the vessel was disabled or gave out.

One gentleman informs the public that if the *Keokuk* and *Nahant* had had an inner skin, protecting those inside the turrets and pilot-house against the flying of the bolts, that the casualties would have been less. He will be surprised to learn a fact, which he should have made himself acquainted with before displaying his ignority to the prejudice of the constructor, viz., that in the *Keokuk* there was precisely this arrangement covering every bolt, and which doubtless contributed greatly to save the lives of those on board of her. Another gentleman says that "scientific officers in the navy never had any confidence in the vessel." Possibly this gentleman imagines himself, and a few friends of his way of thinking, to constitute a sort of a Supreme Court of the scientific establishment in the service; but as officers whom the nation most honors, and justly holds in the highest repute, have expressed to me and to others opinions quite the reverse of this, and have done so repeatedly, I am inclined to think this gentleman's scientific lance with the opinions of "scientific officers," confined to those who dispute the "alleys" to enter its evidently belonging.

This whole business of iron-clads is in its infancy, and we must expect experiments; which experience has proved to be worthless, and how to strengthen them.

Now that portion of the life of a vessel which is passed in action, is an exceedingly limited one, and sacrifices to this point made of other qualities, which are necessary to the efficiency and regulate health—light, air and ventilation—of